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TARA • MOSS BEACH • EL GRANADA COMMUNITY PLAN



MONTARA • MOSS BEACH • EL GRANADA COMMUNITY PLAN

A PLAN FOR THE MID-COASTSIDE AREA



EL GRANADA
MIRAMAR
MONTARA
MOSS BEACH
PRINCETON

SAN MATEO COUNTY • CALIFORNIA

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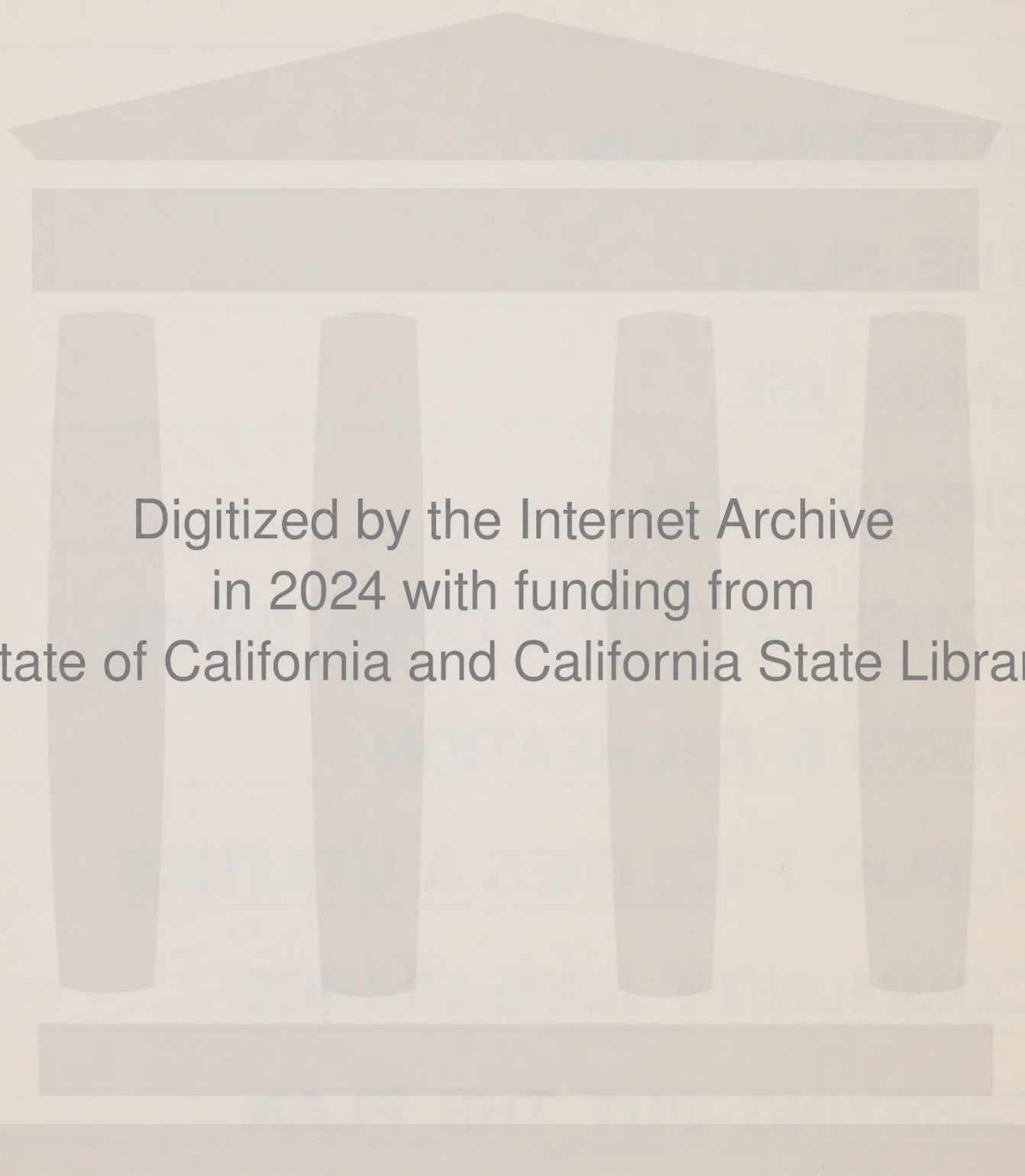
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1 INTRODUCTION

WHY A PLAN?

By 1990, more people will be living in the Montara-Moss Beach-El Granada community. This Plan sets goals for the community's future growth, such as preserving and improving the community's lifestyle. It also states the policies through which these goals can be achieved.

GOALS

The following planning goals form the basis for the Community Plan:

- o Preserve and protect the qualities, both natural and man-made, which give this coastal community its special character and distinguish it from other places.
- o Encourage good design in new construction which reflects the character, and is compatible with the scale, of the neighborhood in which it is located.
- o Establish development patterns which preserve and protect the environmental features which form the unique natural setting of the community, i.e., the ocean, beaches, trees, and mountains.
- o Provide economic opportunities for the community by allowing for the development of appropriate and desirable industrial and commercial uses.
- o Encourage the orderly development of core commercial centers in each community to meet the needs of residents; and separate commercial recreation centers to serve tourists visiting the mid-coastside.
- o Establish a road system which is compatible with the small-town character of the community.

- o Encourage the phasing of community services and utilities in relationship to the growth set forth in the Community Plan.
- o Accommodate a variety of dwelling styles, within an economic range which serves the housing needs of the community.

PLANNING AREA

The area encompassed by the Community Plan extends along the Pacific coast from Martini Creek, at the base of Montara Mountain, to the northerly city limits of Half Moon Bay, south of Pillar Point Harbor, a distance of approximately five miles.

PHYSICAL SETTING

The Montara-Moss Beach-El Granada community lies primarily on the coastal terrace at the westerly slope of the Santa Cruz Mountains, and ranges in elevation from sea level to 1600 feet. An extensive drainage system, which originates in the mountains and flows through the area to the ocean, has created a series of streams and arroyos. Ocean, coastal terrace, valleys, and mountains together create a spectacular natural setting for the community.

The coastal terraces, rich in prime agricultural soils, are highly suitable for certain specialty crops such as flowers, and the numerous ocean beaches provide an invaluable recreation resource. The region was originally covered by native grasses and brush, with woodland only along streams and arroyos. The magnificent stands of eucalyptus and cypress which now grow on the coastal terrace and hillsides in urbanized areas were planted in the early part of this century.

HISTORIC BACKGROUND

Despite its natural amenities, the area remained unsettled until the early part of this century. Early coastside settlements located instead at Half Moon Bay, San Gregorio, and Pescadero.

The area was first subdivided during the real estate boom which followed the San Francisco earthquake and fire of 1906. The Ocean Shore Railroad, which went out of business in 1920, was being constructed at the same time and provided direct access into the area. Speculators quickly subdivided the lands along the railroad, but, to their disappointment, San Francisco quickly rebuilt itself and there was no great exodus of residents from the City to the coast. Few of the subdivided lots were developed, and, in time, most of the curbs and sidewalks installed by the developers were buried under several feet of earth.

The community grew very slowly, with scattered residences being built throughout the area. By 1950, it had only 1700 residents. However, in the early 1960's, Henry Dolger Corporation, which had acquired approximately 8,000 acres of land in the mid-coastside region, started preparing plans for extensive development in and around Montara and Moss Beach. Alarmed at what the developer of San Francisco's Sunset District, and much of Daly City, had in store for the coastside, San Mateo County, with the help of a citizens advisory committee, developed the Montara-Moss Beach General Plan.

That plan, adopted in 1965, rejected development on the scale proposed by the Dolger Corporation, but did indicate urbanization extending well beyond the "paper" subdivisions and onto environmentally sensitive hillsides. It would have allowed the population of Montara and Moss Beach to eventually grow to 30,000 people. The area covered by the plan did not include El Granada.

By 1970, only one subdivision had been constructed, and the Dolger Corporation had sold off its land holdings in the area to the Westinghouse Corporation (Half Moon Bay Properties).

THE COMMUNITY TODAY

The early 1970's witnessed the beginning of a tendency which has had a profound effect on the appearance of the community. As buildable land disappeared on the Bayside, many builders discovered the abundance of vacant subdivided lots in the planning area and began to build houses on them. Most of these houses, built to the maximum size permitted under the County's zoning regulations, were out of scale and style with the smaller homes that had predominated in the community.

With the increase in housing came an increase in population (from 4,000 in 1970 to 6,000 in 1976), and in demand on the area's utility systems. Eventually, water and sewer districts could not comply with regional standards because of the increased demand for service, and a moratorium on new building permits was imposed until the districts upgraded their systems. At this time, the sewer problem is being solved, but water service in certain areas of the community remains below standard.

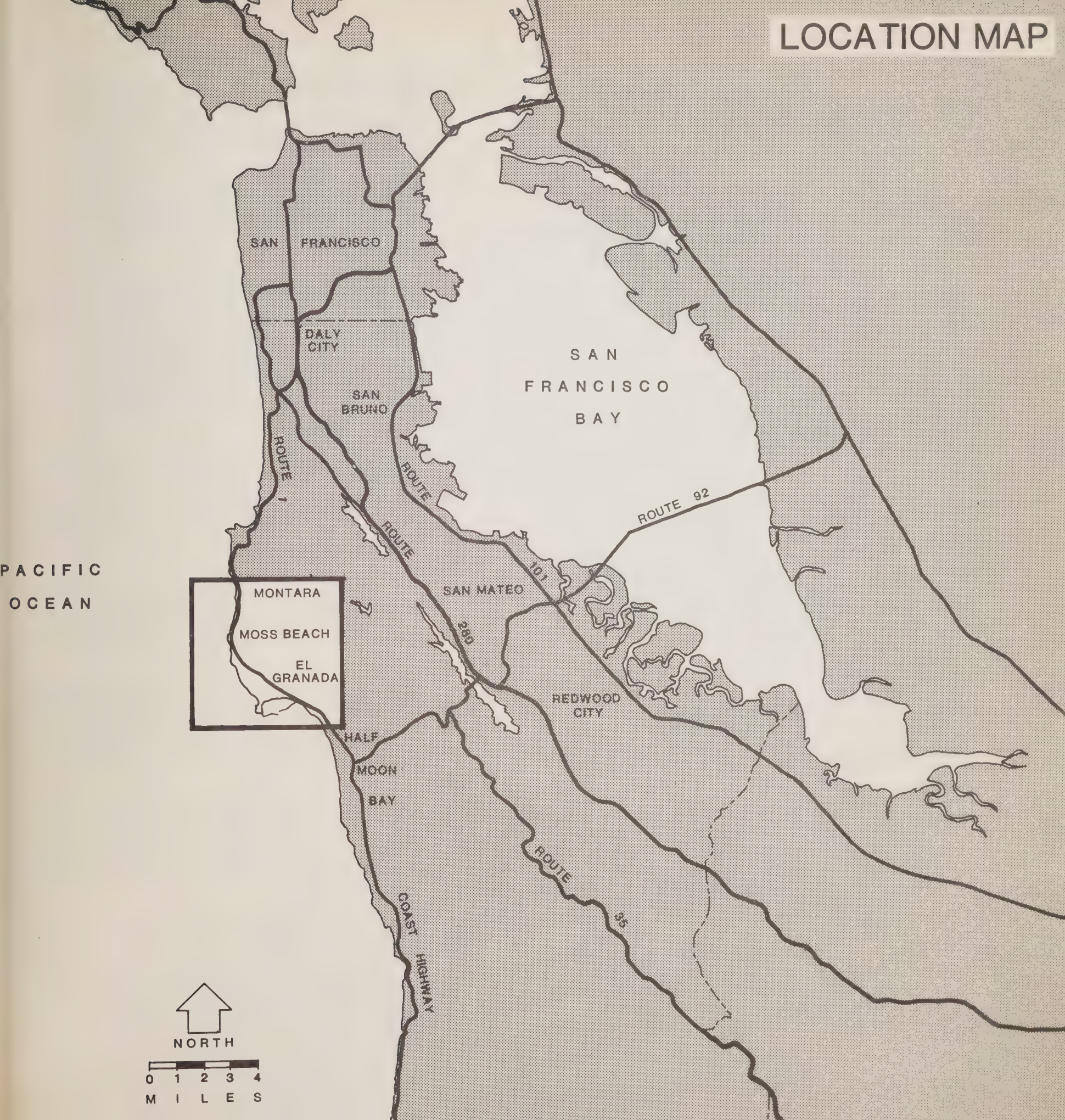
CURRENT PLANNING PROGRAM

Early in 1976, the County Planning Commission adopted a work program for the development of a new plan. Public workshops were held during the summer of 1976 to give residents of the community an opportunity to voice the concerns which should be addressed. In late 1976, the Planning Department published a Preliminary Report based on citizens' needs and ideas expressed at the workshops. The Report set forth goals, policies, and alternative concept plans for growth in the community.

The concepts presented in the Report were discussed at subsequent public workshops, and, in early 1977, the Planning Commission instructed the planning staff to prepare a Community Plan predicated on the alternative that most residents favored: low growth based on urban infill of existing subdivided land, with maximum preservation of natural resources.

That is the Plan presented here.

LOCATION MAP



2 THE PLAN

Under this Plan, future community development is limited to those areas which are already subdivided, zoned for development, and served by utilities-- technically speaking, to an "urban infill" of partially built-out subdivisions. This makes it unnecessary to extend utility lines into new areas, and reduces the need for extensive capital expenditures.












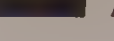

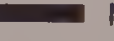

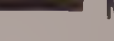




This Plan anticipates a population of 8,000 to 9,500 in the planning area by 1990. This is compatible with Association of Bay Area Governments (ABAG) projections which indicate an overall growth rate of 4.1% for San Mateo County during the next 13 years.

Because of the number of vacant subdivided lots available for building in the planning area, the community may experience a somewhat higher growth rate than the County overall. The most important factors controlling the growth of population in the community, however, will be the availability of water and sewage facilities, State highway construction, and Coastal zone management policies.

The major features of this Community Plan are:

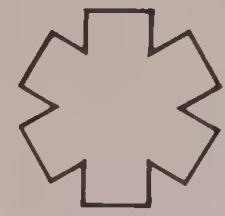
- o Residential - projected growth is restricted to infill of existing subdivided lots zoned for development and served by public utilities, maximizing the utilization of existing facilities.
- o Commercial - consolidated commercial centers in each of the three communities are intended to become community focal points. Commercial recreation facilities are established at Pillar Point Harbor and in Miramar, away from residential areas in order to separate resident and visitor traffic.
- o Industry - industrial development is located along the west side and at the south end of the Half Moon Bay Airport, in high noise areas which are unsuitable for residential development.

- o Circulation - the Coast Highway is routed around Devil's Slide in an alignment along Martini Creek instead of the route alignment adopted by the State and County in 1958, which runs behind Moss Beach and Montara.
- o Roads - modified residential road standards are established, to allow narrower streets and flexible design standards to help preserve natural amenities and the community's rural character.
- o Conservation and Open Space - agriculture and general open space areas are designated to protect the environment and to strengthen the community, by preserving open space between developed areas and maintaining distinct urban limits. Agricultural production on prime soils is encouraged, to strengthen the economy and provide productive open space between communities.
- o Parks and Recreation - community parks are located in Montara, Moss Beach, and El Granada to provide for local recreation needs. County-wide recreation facilities remain at Montara State Beach, Fitzgerald Marine Reserve, and Pillar Point Harbor.
- o Trails - recreation corridors along stream and water channels are designated to provide trail access from urbanized areas to parks, beaches, and the open space surrounding the community.
- o Public Facilities - the Half Moon Bay Airport is maintained at its present level of operation, and Pillar Point Harbor is expanded to provide new berths for recreational boating and commercial fishing.
- o Utilities - consolidation of coastsides water districts is encouraged, to provide improved water service to Montara and Moss Beach. Undergrounding of existing overhead utility lines is recommended in conjunction with new road improvements.
- o Community Appearance - maintenance of the community's small-town character is of prime importance, and will be carried out under the provisions of the Design Review (DR) Zoning Ordinance which requires new structures to be compatible with neighborhood scale and appearance.

- | | | | |
|---|---------------------------------------|---|-----------------------------------|
|  | SINGLE FAMILY - LOW DENSITY |  | ELEMENTARY SCHOOL |
|  | SINGLE FAMILY - MEDIUM DENSITY |  | TRAILER COURT |
|  | MULTIPLE FAMILY |  | HISTORICAL SITE |
|  | COMMERCIAL - RETAIL |  | STATE / COUNTY PARK |
|  | COMMERCIAL - RECREATION |  | COMMUNITY PARK |
|  | LIGHT INDUSTRIAL / BOAT BUILDING |  | ARTERIAL |
|  | PARKS, BEACHES & RECREATION CORRIDORS |  | MAJOR THOROUGHFARE |
|  | AGRICULTURE |  | MINOR THOROUGHFARE |
|  | GENERAL OPEN SPACE |  | ADOPTED ALIGNMENT - COAST HIGHWAY |
|  | AIRPORT |  | RECREATION TRAIL |

0 800 1600 3200 4800 6400 FEET

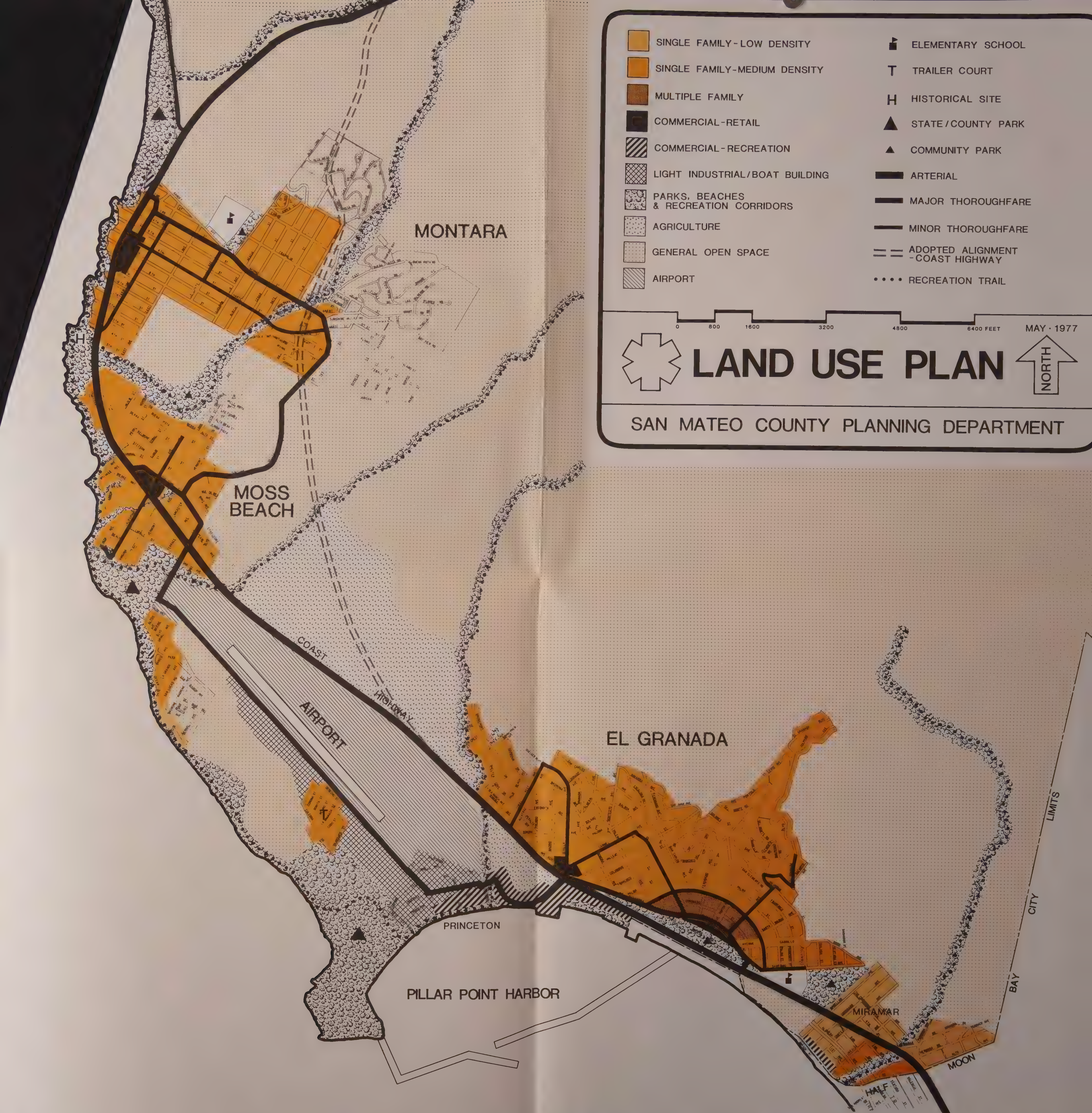
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LAND USE PLAN



SAN MATEO COUNTY PLANNING DEPARTMENT



MONTARA • MOSS BEACH • EL GRANADA COMMUNITY PLAN

3 LAND USE

RESIDENTIAL
COMMERCIAL
INDUSTRIAL

RESIDENTIAL

GOAL:

Build houses which relate to the physical setting of their sites, do not destroy the natural features of the land, are within the price range of local citizens, and are compatible with the neighborhood scale and coastal character of the community.

ISSUES:

The new residential development which has occurred since 1970 is changing the small-town character of the coastal community. Many of the new houses are quite large, built to maximum building standards, and out of scale with the smaller houses which predominate in the area. Also, many of the houses have been built with disregard for the terrain and physical features of their sites. Preservation of the community's existing character is important to its residents, as it gives them a sense of identity and distinguishes their area from other areas. As the community is composed primarily of single-family houses, the great impact is registered in the quality of its residential development.

POLICIES:

- o Provide a variation in types and cost of housing to serve the full economic range of community residents.
- o Apply the DR (Design Review) Overlay Zoning District in the urbanized areas of the community to regulate siting of structures to protect natural features, and to provide for design compatibility with surrounding development.
- o Employ the Design Guidelines of the Community Design Manual to insure that specific site design is sensitive to the marine orientation of the community.
- o Apply the S-17 Overlay Zoning District to reduce building size and lot coverage for new structures, to insure that new residential development is in scale with its surroundings.

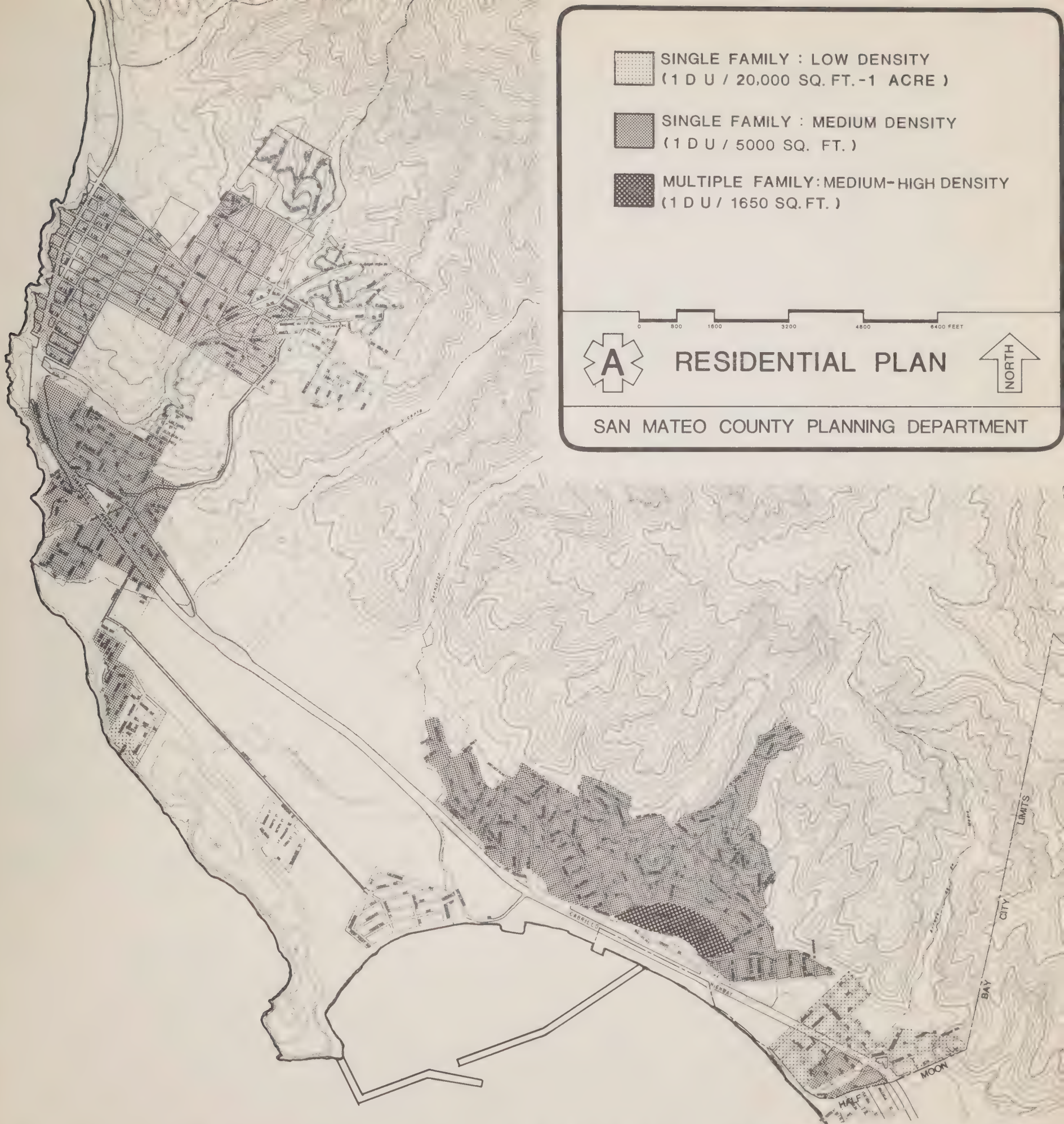
- o Locate multiple-family development adjacent to commercial centers as a transition to single-family development.
- o Insure that multiple-family development in commercial districts is in conjunction with commercial uses, and does not occupy the ground floors of structures.
- o Prohibit or strictly control residential development in areas subject to danger from natural or man-made hazards, unless mitigation measures are incorporated into the design to reduce risk to an acceptable level.

RESIDENTIAL PLAN:

The areas indicated for residential development by the plan, shown on Plate A, are those presently subdivided and zoned for residential use. All new residential development represents infill of vacant parcels in existing subdivided land, rather than extension of urbanization into open space areas. Very low density residential uses, however, are allowed in lands designated for general open space according to the regulation of Resource Management Zoning Ordinance.

Most single-family residential development is indicated as medium density, with the exception of low and medium density residential development in subdivided but undeveloped areas of Moss Beach and Miramar. In Moss Beach the area which lies along the Seal Cove Fault is generally geologically unstable, and a lower density is required for safety reasons. In Miramar, portions of the area are outside sewage and water service areas. Low density here provides a buffer between it and the higher density areas of El Granada and Half Moon Bay, helps protect the open space, sweeping ocean views, and nurseries which now characterize the landscape, and does not necessitate the extension of utility services.

The only multiple-family development is located in El Granada, adjacent to its commercial center. Multiple-family is also permitted in commercial zones when deemed appropriate by the Zoning Hearing Officer.



SINGLE FAMILY : LOW DENSITY
(1 D U / 20,000 SQ. FT. -1 ACRE)



SINGLE FAMILY : MEDIUM DENSITY
(1 D U / 5000 SQ. FT.)



MULTIPLE FAMILY : MEDIUM-HIGH DENSITY
(1 D U / 1650 SQ. FT.)



RESIDENTIAL PLAN



SAN MATEO COUNTY PLANNING DEPARTMENT

MONTARA • MOSS BEACH • EL GRANADA COMMUNITY PLAN

COMMERCIAL

GOAL:

Concentrate commercial activity in established centers to strengthen and enhance the centers as community focal points, and provide separate areas for commercial recreation to serve visitors.

ISSUES:

The community has two distinct commercial needs: to serve the everyday shopping needs of residents and to serve visitors who come to the coastside to use its recreational facilities.

Retail services for residents need to be strengthened by building strong commercial centers. At present, most basic needs must be satisfied either in Half Moon Bay or in the Bayside cities. Strong commercial centers will not only provide community services, but will serve as focal points for the communities.

Commercial recreation centers need to be developed at key points along the ocean front and at Pillar Point Harbor to provide for visitor needs. These centers must be located away from local retail commercial centers, so that visitor and residential traffic is kept separate.

Extensive areas are now zoned for commercial development, but they are scattered throughout the community without regard to location or service needs. Of the nearly 98 acres now zoned for commercial development, only about 7 acres are actually in commercial use. The remaining 91 acres are either vacant or occupied by other land uses. Commercial zoning needs to be reduced to an amount proportionate to projected population, and consolidated into logical service centers to meet community needs.

POLICIES:

- o Employ the design guidelines of the Community Design Manual in all new commercial development.
- o Upgrade and enhance commercial centers, through landscaping within the public right-of-way and the installation of street furniture (i.e., benches, planter boxes, signs, trash receptacles, etc.).
- o Eliminate spot commercial zoning and uses where they do not provide a functional service.
- o Locate commercial recreation activities in designated areas away from community commercial centers.
- o Buffer commercial areas from surrounding residential development with landscaping, fencing, and/or buildings designed for compatibility between these land uses.

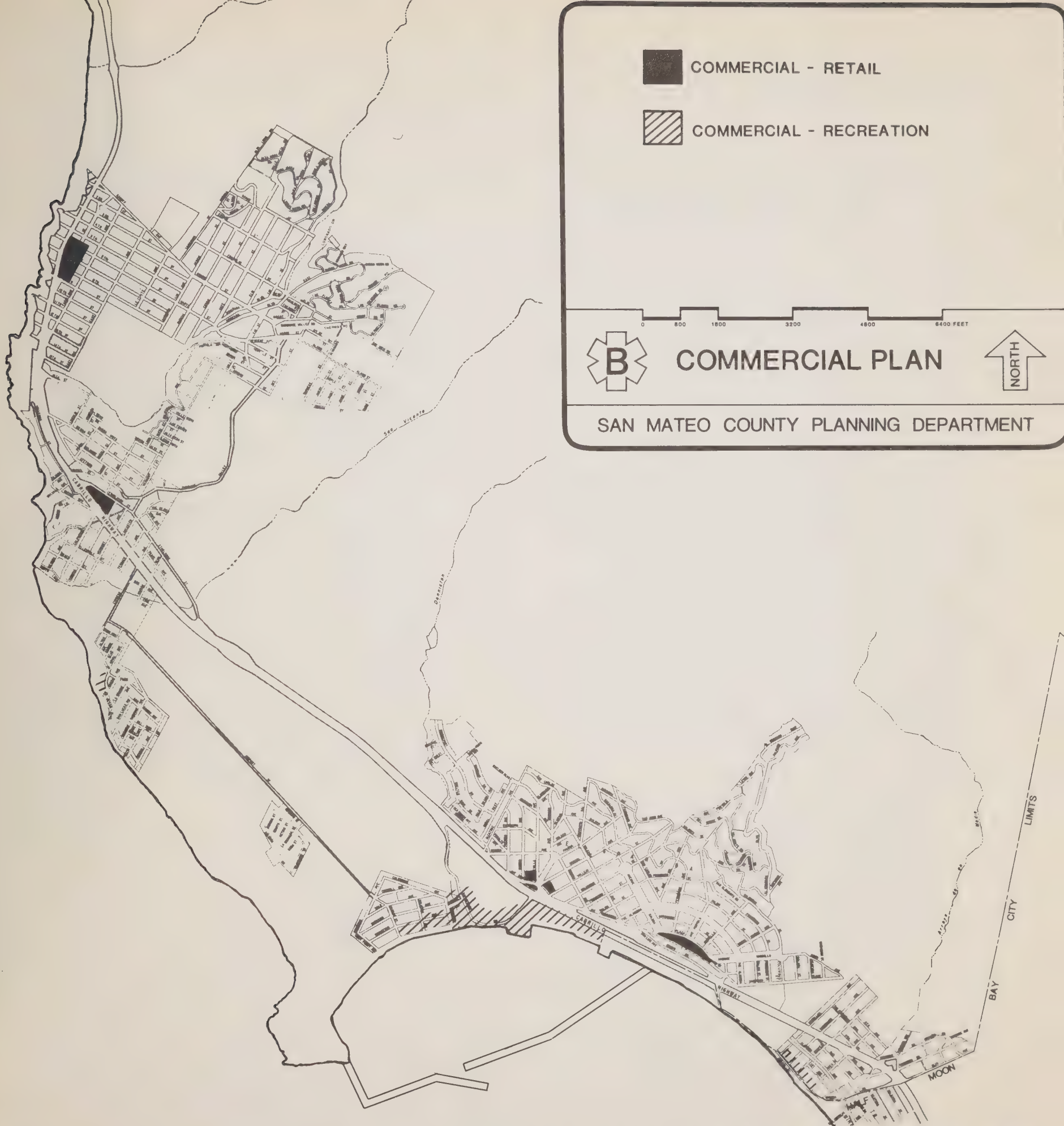
COMMERCIAL PLAN:

Separate community commercial centers for Montara, Moss Beach, and El Granada are indicated in the plan, as shown on Plate B. They are to be focal points for the communities, as well as their service centers. A secondary neighborhood commercial center is located in El Granada, along Avenue Alhambra at Avenue Granada.

Two visitor-oriented commercial recreation centers are indicated; one adjacent to Pillar Point Harbor along Capistrano Road and Princeton Avenue, and another in Miramar along Mirada Road which parallels the beach.

Location of these two centers away from the heart of residential development will provide for separation of visitor and resident traffic.

Two small areas also indicated for commercial recreation use are located adjacent to Montara State Beach along the Coast Highway in Montara, and overlooking Fitzgerald Marine Preserve on Beach Way in Moss Beach. These sites provide space for visitors to stop, enjoy food and beverages, and savor dramatic views of the ocean.



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INDUSTRIAL

GOAL:

Increase industrial development to provide a better tax base to help support community services, and to create a source of employment.

ISSUES:

Industrial development in the community presently consists of a candle factory and boat building facilities adjacent to Pillar Point Harbor. An industrial base needs to be developed to help support public services in the community, and to provide a better job market.

One hundred and twenty acres are presently zoned for industrial development, but less than 15 acres are actually in industrial use: the candle factory and related boat building activities. The plan indicates approximately 100 acres for industry, primarily on the basis of County policy. In 1976, when the Planning Commission and the Board of Supervisors considered this area for rezoning from M-1 (Light Industrial) to RM (Resource Management), they decided to continue the industrial zoning to help provide an economic base for the community. The amount, however, is excessive in relation to past trends and future projections. The amount and location of industrial land are issues which should be reconsidered in conjunction with the plan.

POLICIES:

- o Encourage industrial uses which are in accord with the stated objectives of the community: greenhouses, strawflower processing, fish processing, boat building, warehousing, and aviation related activities.
- o Locate industrial development in areas where it will have the lowest impact on surrounding land uses and on the environment.
- o Concentrate industrial development in areas adjacent to the Half Moon Bay Airport and Pillar Point Harbor.

- o Encourage agricultural use of industrial designated lands until they are developed.

INDUSTRIAL PLAN

As shown on Plate C, industrial development in the Community Plan is concentrated in two adjacent areas: in Princeton adjacent to Pillar Point Harbor, and along Airport Street west of the Half Moon Bay Airport.

The plan encourages the development of boat building and marine-oriented industries in the Princeton area. Aircraft related industries and warehousing would be more appropriate in the area west of Airport Street.

Because of the extensive amount of land designated for industrial use, development along Airport Street should occur in a staged progression rather than in a scattered or random fashion. The land north of the trailer court should be developed first, as it is the least environmentally sensitive. The area to the south of the trailer court contains a fresh-water marsh and several archeological sites; it is unsuited for development and should be included in the Fitzgerald Marine Preserve. If County policy continues to be that this land should be developed for industry, its development should be discouraged until all other property designated for industrial use has been utilized.



LIGHT INDUSTRIAL / BOAT BUILDING



INDUSTRIAL PLAN



SAN MATEO COUNTY PLANNING DEPARTMENT

MONTARA • MOSS BEACH • EL GRANADA COMMUNITY PLAN

4 CIRCULATION

GOAL:

Develop a circulation system, and road standards for residential streets, which complement the small-town character of the community.

ISSUES:

Circulation System

A new alignment for the Coast Highway was adopted by the State and County in 1958 to bypass Moss Beach, Montara, and Devil's Slide. The bypass was originally proposed as a 4-lane freeway, but the California Coastal Act of 1976 stipulates that the Coast Highway remain a two-lane facility in rural areas. The future of the bypass project is now in question; it is not included in the priorities set by the State for construction by 1985. Public sentiment in the community is opposed to construction of the bypass behind Montara and Moss Beach, but is in favor of a new alignment bypassing Devil's Slide in the vicinity of Martini Creek. A major reason for opposition to the adopted alignment is the increased recreation traffic which would be directed through the community from the highway to the beach, creating additional safety problems for pedestrians and school children.

Road Standards

Because Montara, Moss Beach, and El Granada were subdivided between 1906 and 1909, prior to the adoption by the County of subdivision regulations, few of their streets are improved. The narrow streets contribute to the small-town character of the community; but they need to be paved to control drainage and to provide an adequate all-weather travel surface.

The standard County road section required for residential streets in the community is 36 feet (two travel lanes and two parking lanes),

curbs and gutter, and a 5 foot sidewalk on each side; a total of 47 feet of paved road section. As these standards are inappropriate for these communities, modified road standards have been developed as a part of this community plan. They allow flexibility in road widths and provide a variety of design concepts. The modified standards are more compatible with the community image than are existing road standards, and will blend with the residential development.

ROAD SURVEY

The table entitled "Community Street Design Standards," contained in this chapter, sets forth design criteria to be employed as guidelines when street improvements are actually installed. This table is based on information received from public workshops held in the community and from an Opinion Survey on Road Improvements sent to nearly 3,300 property owners in the planning area. At this time, 60% of the questionnaires have been returned and tabulated. Analysis of the total response will be incorporated into the final Community Plan.

These early results indicate that a majority of the respondents (53%) favor leaving streets in their area as they now exist, while 41% favor asphalt paving. Only 5% favor gravel or oil surfacing. On parking facilities, 61% favor some form, either parallel or parking bays, while 39% oppose public parking entirely.

On trails, 65% oppose equestrian trails in their neighborhood; 23% do not object but do not want them along streets. Only 12% favor equestrian trails along streets. Sixty one percent of the respondents, however, favor bicycle lanes along designated routes while 39% are opposed.

A table showing a detailed breakdown of the responses to each question by community is located in the Appendix.

POLICIES:

Circulation System

- o Design circulation systems to discourage through-traffic in residential areas.
- o Construct the Devil's Slide Bypass in an alignment along Martini Creek. This would be a change from the alignment behind Montara and Moss Beach which was adopted by the State and County in 1958.
- o Employ the criteria of the County Road Design Manual relating to protection of natural features, conservation of resources, and neighborhood quality preservation in new road construction.
- o Construct bicycle lanes as a portion of arterials, and major and minor thoroughfares.
- o Encourage SamTrans, the San Mateo County Transit District, to increase the level of bus service from the community to Half Moon Bay and the Bayside cities.

Road Standards

- o Construct arterials and major and minor thoroughfares, as defined in the Community Plan, to County Road Standards in urbanized areas of the community.
- o Construct residential streets in residential areas according to Modified Road Standards, which allow for reduced road widths and special design considerations.
- o Employ design measures which blend with the rural character of the community: walkways of asphalt, exposed aggregate pavement, and/or colored cement (earth colors or black), walkways separated from roadways, preservation of existing trees by curved roadways, winding pathways and walkways, parking bays, etc.

- o Locate paths and walkways on one side of streets only in residential areas, except in locations where there is heavy pedestrian traffic, i.e., near schools, parks, etc.
- o Provide parking bays instead of parking lanes wherever possible and desirable.

CIRCULATION PLAN:

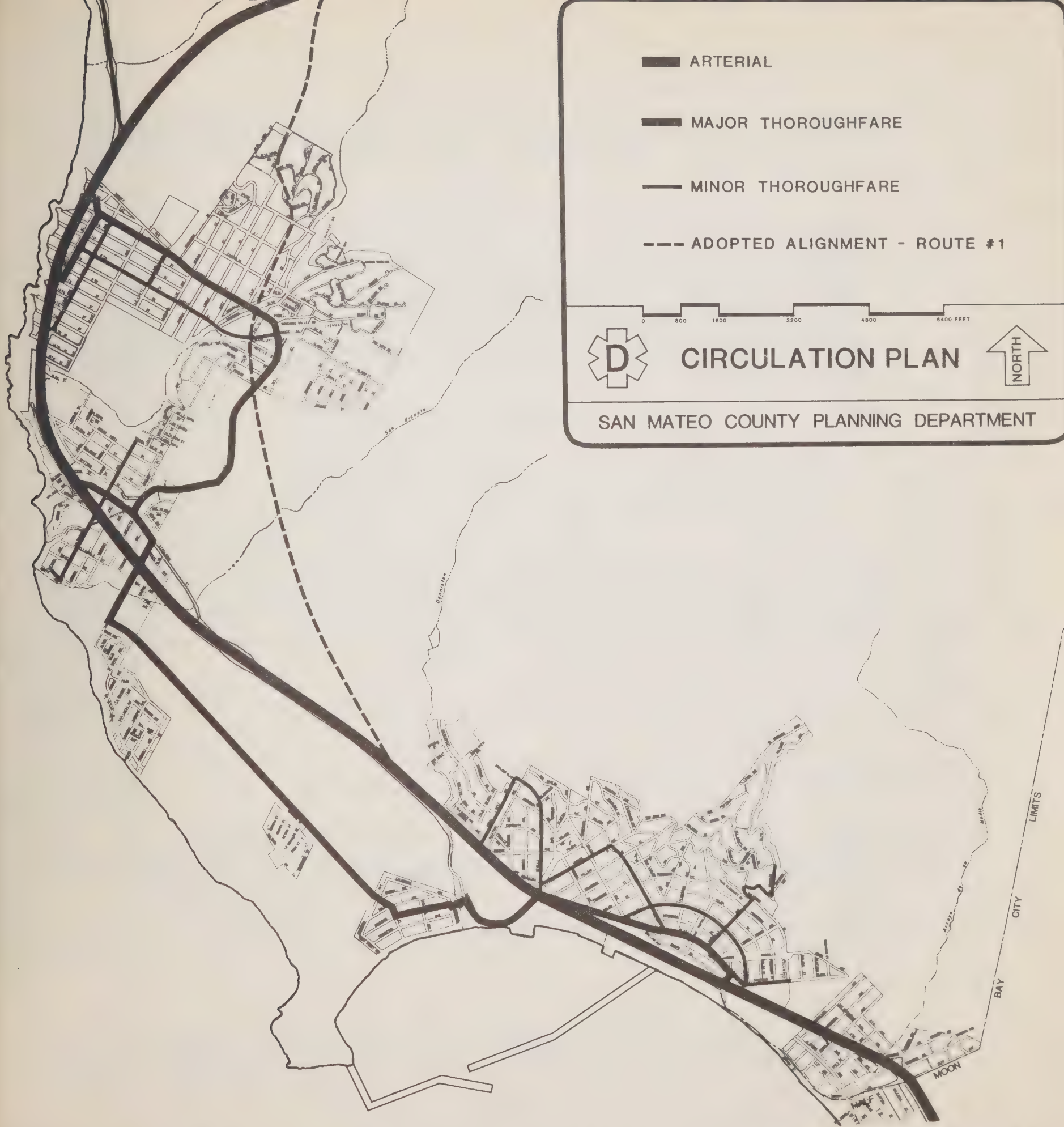
The plan, as shown on Plate D, denotes four road classifications:

1. Arterial
2. Major Thoroughfare
3. Minor Thoroughfare
4. Residential

The Coast Highway is the only arterial in the local road system. As a State highway, it is maintained by the State Department of Transportation (Caltrans). The alignment of the proposed Devil's Slide Bypass, as adopted by the State and County in 1958, is indicated as a dashed line; the solid black line shows the alignment favored by the community.

Major and minor thoroughfares form the portion of the circulation system which collects and carries the major traffic loads in the community. These streets, and others in the multiple-family, commercial, and industrial areas which carry heavy traffic loads, will be built to County road standards.

Residential streets in single-family districts serve local residents. Where warranted, these streets will be constructed to a modified road standard employing a narrower road width than standard County streets and varying design concepts (curvilinear streets, parking bays, divided travel lanes, etc.) to fit with the topography, preserve natural features, and maintain neighborhood character.



ARTERIAL

MAJOR THOROUGHFARE

MINOR THOROUGHFARE

ADOPTED ALIGNMENT - ROUTE #1



CIRCULATION PLAN



SAN MATEO COUNTY PLANNING DEPARTMENT

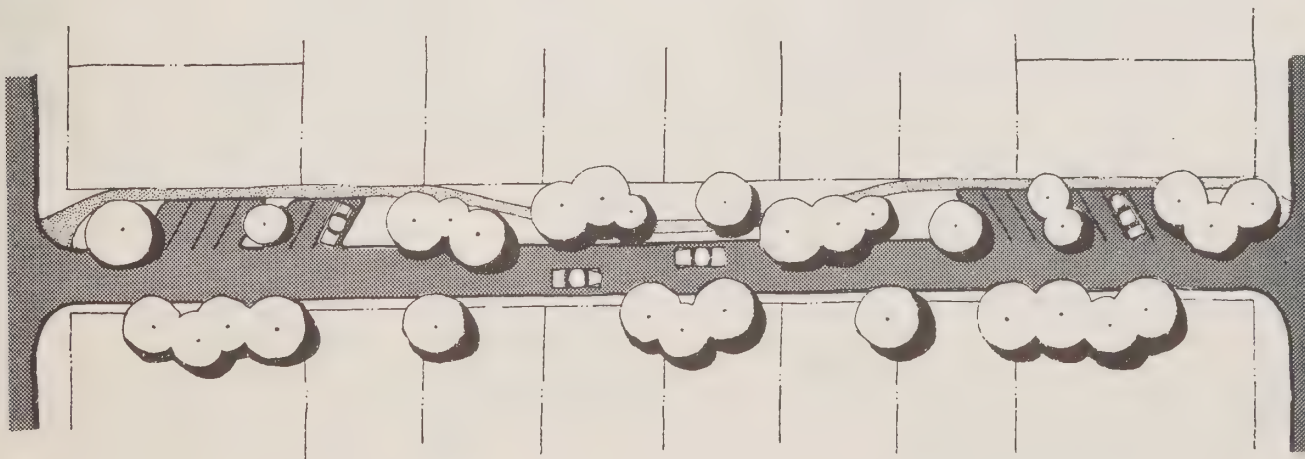
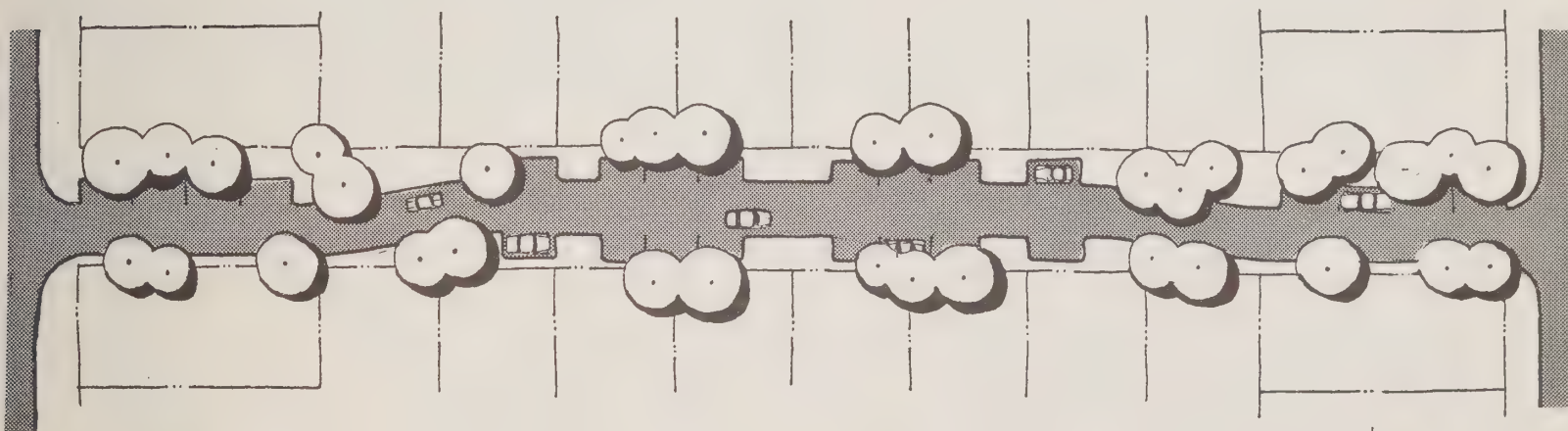
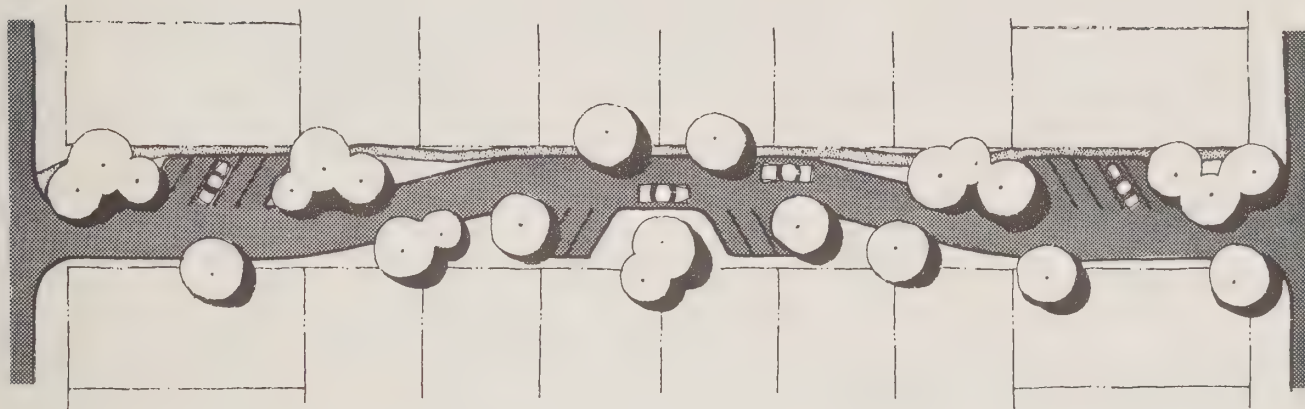
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COMMUNITY STREET DESIGN STANDARDS

| STREET CATEGORY | RIGHT-OF-WAY WIDTH | PAVEMENT WIDTH | PARKING FACILITIES | PEDESTRIAN FACILITIES | TRAIL FACILITIES |
|-----------------------------------|-----------------------|-------------------|-----------------------------|--|---------------------|
| ARTERIAL (STATE) | 100-200 FT. | VARIES | NONE | NONE | BICYCLE PATH |
| MAJOR THOROUGHFARE (COUNTY) | 50-64 FT. | 40 FT. | PARKING LANES | SIDEWALK: CONCRETE OR EXPOSED AGGREGATE | BICYCLE LANE |
| MINOR THOROUGHFARE (COUNTY) | 50-60 FT. | 36 FT. | PARKING LANES OR BAYS | SIDEWALK: CONCRETE OR EXPOSED AGGREGATE | BICYCLE LANE |
| RESIDENTIAL (COUNTY) | 50 FT. | 22 FT. | PARKING LANES OR BAYS | PATHWAY: ASPHALT OR EXPOSED AGGREGATE | NONE |

RESIDENTIAL STREET DESIGN STANDARDS ARE MODIFIED FROM STANDARD COUNTY ROAD SECTIONS IN ORDER TO: MAINTAIN THE SMALL TOWN CHARACTER OF THE COMMUNITY, SAVE TREES IN STREET RIGHT-OF-WAY, AND PRESERVE NATURAL FEATURES OF THIS COASTAL AREA.

ALTERNATIVE STREET DESIGN CONCEPTS



THE ABOVE RESIDENTIAL STREET DESIGN CONCEPTS ARE BASED ON MODIFIED COUNTY ROAD STANDARDS. THEY CONSIST OF A 22-FOOT ROAD SECTION, PARKING BAYS, WALKWAY ON ONE SIDE, AND CURVILINEAR ALIGNMENTS TO PROTECT TREES AND OTHER NATURAL FEATURES LOCATED IN THE RIGHT-OF-WAY.

TRAILS

GOAL:

Develop a trail system to provide intra-community circulation and access to recreation facilities, schools, and open space.

ISSUES:

Pedestrian.

Access throughout the community is designed primarily for cars; in most areas pedestrians must walk in or along the streets. This is especially bad for school children during wet weather. Walkways, paths, and hiking trails are needed to provide pedestrian access within the individual communities, and to the schools, parks, beaches, and open space.

Bicycle.

The increase in bicycling for recreation and transportation in recent years has resulted in a need for safe facilities throughout the County. Since the coastside attracts recreation cyclists from the Bayside, provisions need to be made for both local residents and visitors.

Equestrian.

There are many stables in the community, especially along Sunshine Valley Road. Access to recreation centers and the open lands of the Santa Cruz Mountains needs to be provided for equestrians.

POLICIES:

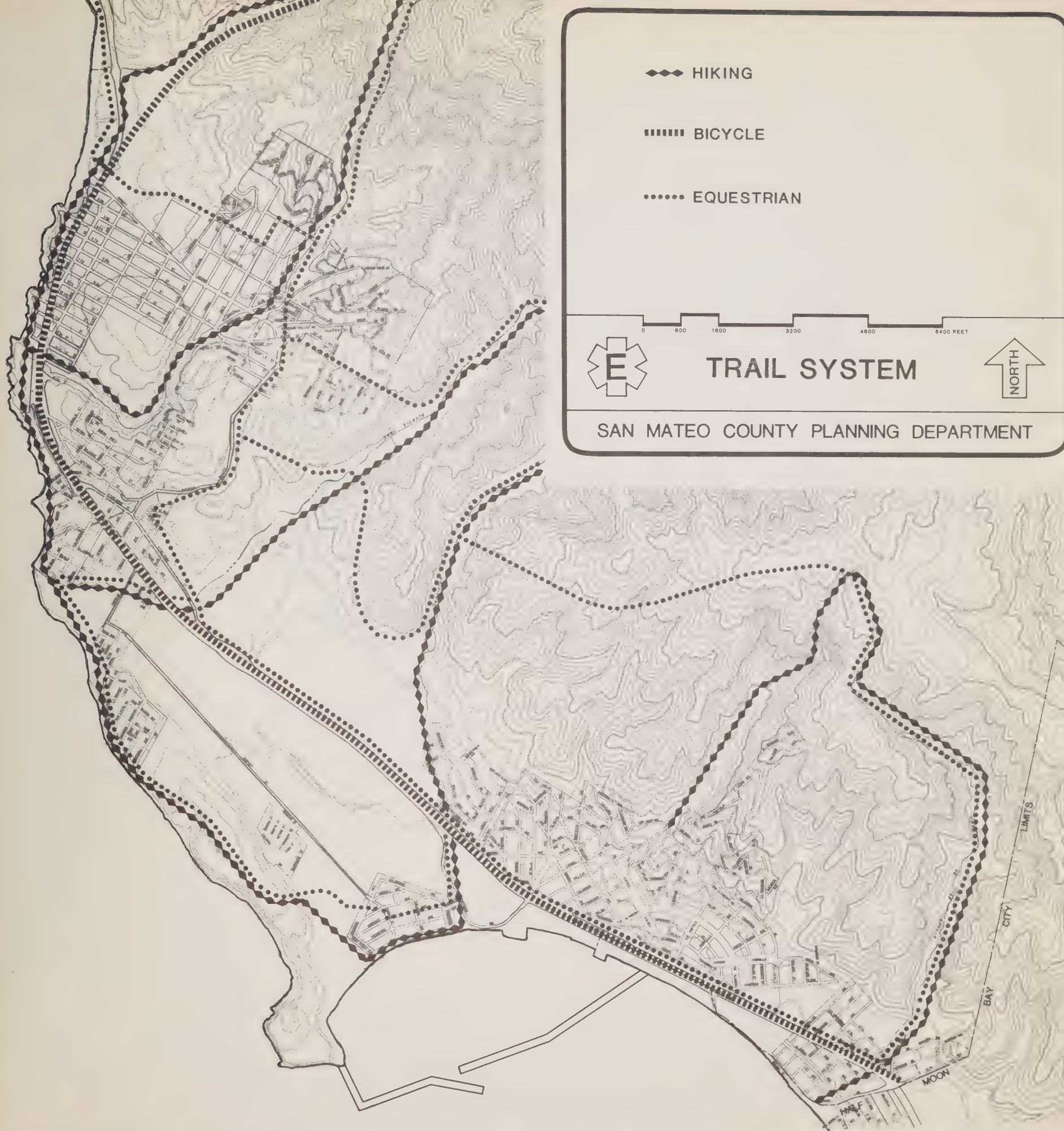
- o Utilize stream and drainage channels extending into urbanized areas as a basis for a trail system for hikers and equestrians which serves parks, schools, beaches, and open space.

- o Develop equestrian paths alongside selected roads and in open space areas.
- o Incorporate bicycle lanes with new road construction for major and minor thoroughfares.
- o Construct a bicycle path along the Coast Highway, for intra-community as well as regional access.

TRAIL SYSTEM:

Hiking and equestrian trails are shown in generalized locations on Plate E. Most of them follow stream courses and connect with parks, beaches, and open space. A hiking trail along the ocean front is indicated as well.

A bicycle path parallels the Coast Highway, and bicycle lanes are incorporated with major and minor thoroughfares throughout the community.



◆◆◆ HIKING

----- BICYCLE

..... EQUESTRIAN



TRAIL SYSTEM



SAN MATEO COUNTY PLANNING DEPARTMENT

5 CONSERVATION & OPEN SPACE

GOAL:

Protect and enhance prime agricultural and open space lands within the community, and maintain the existing balance between urban and open lands.

ISSUES:

One of the prime amenities of the Montara, Moss Beach, and El Granada Community is its physical setting. A vast amount of open space surrounds the community and sets it apart from the dense urbanization of San Francisco and the Bayside cities only a short distance away. Different forms of open space are represented: the Pacific Ocean, on which the community fronts; the verdant Santa Cruz Mountains, which form its backdrop; and the coastal terrace, with its fertile fields. Because of the superior coastal character of these three communities, the California Coastal Act of 1976 expanded the coastal zone to encompass all three of them.

As most of the agricultural and open space lands surrounding the community are owned by one development corporation, preservation of the land for the mutual benefit of the owner and the community is a major issue. A variety of planning concepts and governmental regulations could be used to accomplish the objectives of this Community Plan; they include cluster development, density transfer, scenic easements, agricultural preserves (Williamson Act), purchase of development rights, and public purchase. The 1976 Coastal Act has established regulations and funds to support these and other measures to conserve and enhance the environmental quality of coastal zone communities.

Conservation issues also include the preservation and protection of historic resources. Many Indian work areas are scattered along

the coast, but their locations must not be stated for protection from vandalism. The Montara Light Station complex is over 100 years old, and has a keeper's residence built in the style of New England architecture. Preservation of the light house and its adjoining structures as a historic site is important to both the community and the County, as part of their historic heritage.

POLICIES:

- o Establish limits for urban growth based on geological hazards, flood plains, tsunami hazard areas, and prime agricultural soils.
- o Encourage orderly and balanced development by limiting growth to the infill of already subdivided and partially developed areas.
- o Prevent development of prime agricultural soils, steep slopes, and ridgetops.
- o Protect and enhance the natural resources of the area.
- o Limit services provided by utility districts to urbanized areas.
- o Set the capacity of public utility districts to conform to established limits of growth.
- o Maintain agricultural production in all viable areas, and encourage the placement of prime agricultural soils in agricultural preserves (Williamson Act).
- o Retain prime agricultural lands in A-1 (Agriculture) or RM (Resource Management) zoning for protection against urban development.

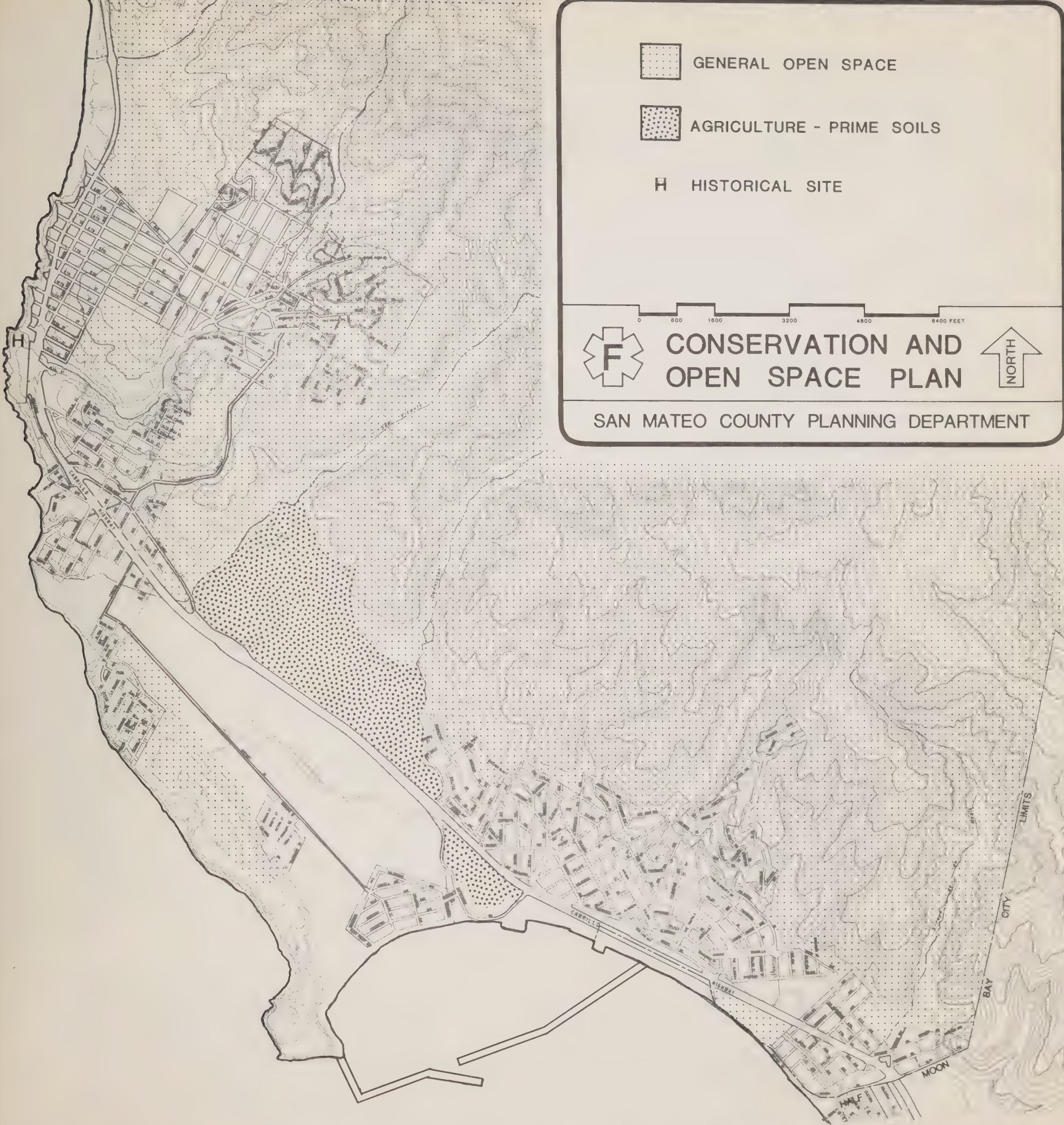
- o Sub-lease areas of prime soils within publicly owned parks and the Half Moon Bay Airport for agricultural production.
- o Restrict residential development in areas of prime agricultural soils to development related to agricultural production.
- o Obtain historic designation for the Montara Light Station.

CONSERVATION AND OPEN SPACE PLAN:

The plan, as shown on Plate F, maintains physical separation of the individual communities by parks, agriculture, and general open space.

Lands classified as Class I, II, and III soils are indicated for agriculture use. These are prime soils, and every effort is to be made to ensure that they are kept in agricultural production.

The remaining land is indicated for general open space. A very low residential density is permitted in this area under the regulations of the RM (Resource Management) Zoning Ordinance, which controls land use in areas designated for open space. Residential density (1 unit per 5 to 40 acres) is controlled through a matrix system which evaluates environmental factors such as percentage of slope, geological hazards, soil stability, and flood plains.



MONTARA • MOSS BEACH • EL GRANADA COMMUNITY PLAN

6 PARKS & RECREATION

GOAL:

Provide park facilities for use by local residents in each community, and establish a system for financing them.

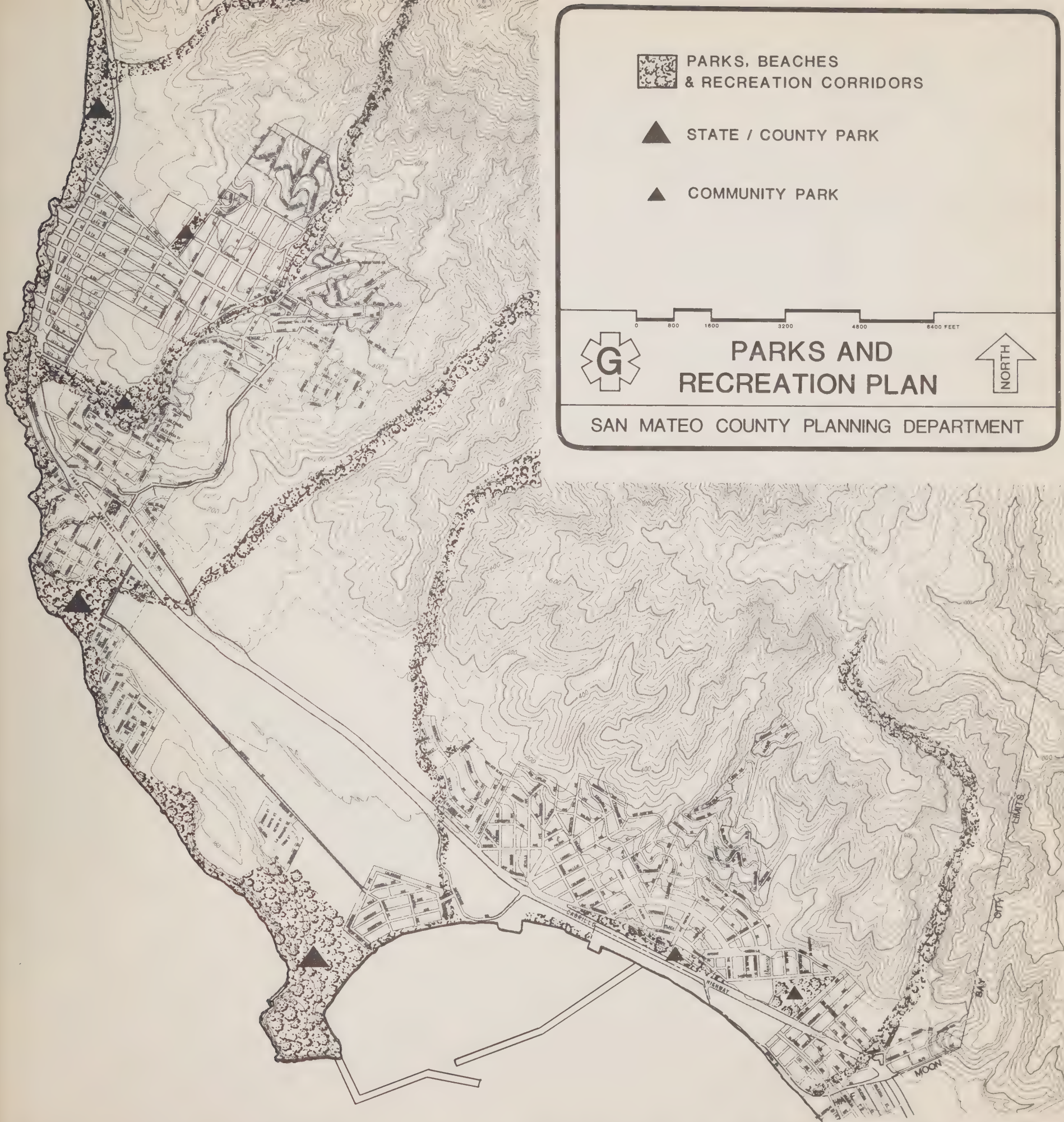
ISSUES:

There are many parks and beaches close to and within the community, but all of them are regional facilities serving San Mateo County and the entire Bay Area. Except for the neighborhood park in Princeton-by-the-Sea Subdivision (El Granada) and a small community park in Moss Beach, there are no neighborhood or community parks for the residents of the area.

To acquire and maintain a community park system, a method of local financing must be established because the County Park Department maintains only County-wide facilities. This system could be a recreation district or a special service district with the power to tax local residents for park acquisition and maintenance. Public school facilities should be used for football, tennis, swimming, and similar activities as part of a parks and recreation program, with separate funding from a special service district tax rate and a joint powers agreement to use school facilities.

POLICIES:

- o Utilize school playgrounds for such active recreation as baseball, tennis, swimming, etc.
 - o Establish a community center for the area.
 - o Encourage the State Department of Transportation to construct a pedestrian crossing over the Coast Highway for safe access to Montara Beach.
 - o Acquire land connecting Montara State Beach with the Fitzgerald Marine Preserve.
-
- ## PARKS AND RECREATION PLAN:
- An extensive regional beach and park system extending from Montara to Denniston Creek is indicated in the plan, as shown on Plate G. It consists of Montara State Beach, the Fitzgerald Marine Preserve, and property not now in public ownership or open to public access. Included is a historic structure, the Montara Light Station.
- Community parks are indicated adjacent to the elementary schools in Montara and El Granada, along Montara Creek separating Montara and Moss Beach, and between the Coast Highway and the commercial center in El Granada.
- Recreation corridors are shown paralleling creeks and water courses, to protect the channels from development and to provide for trail systems connecting the beaches with the open lands of the Santa Cruz Mountains.



PARKS, BEACHES
& RECREATION CORRIDORS



STATE / COUNTY PARK



COMMUNITY PARK

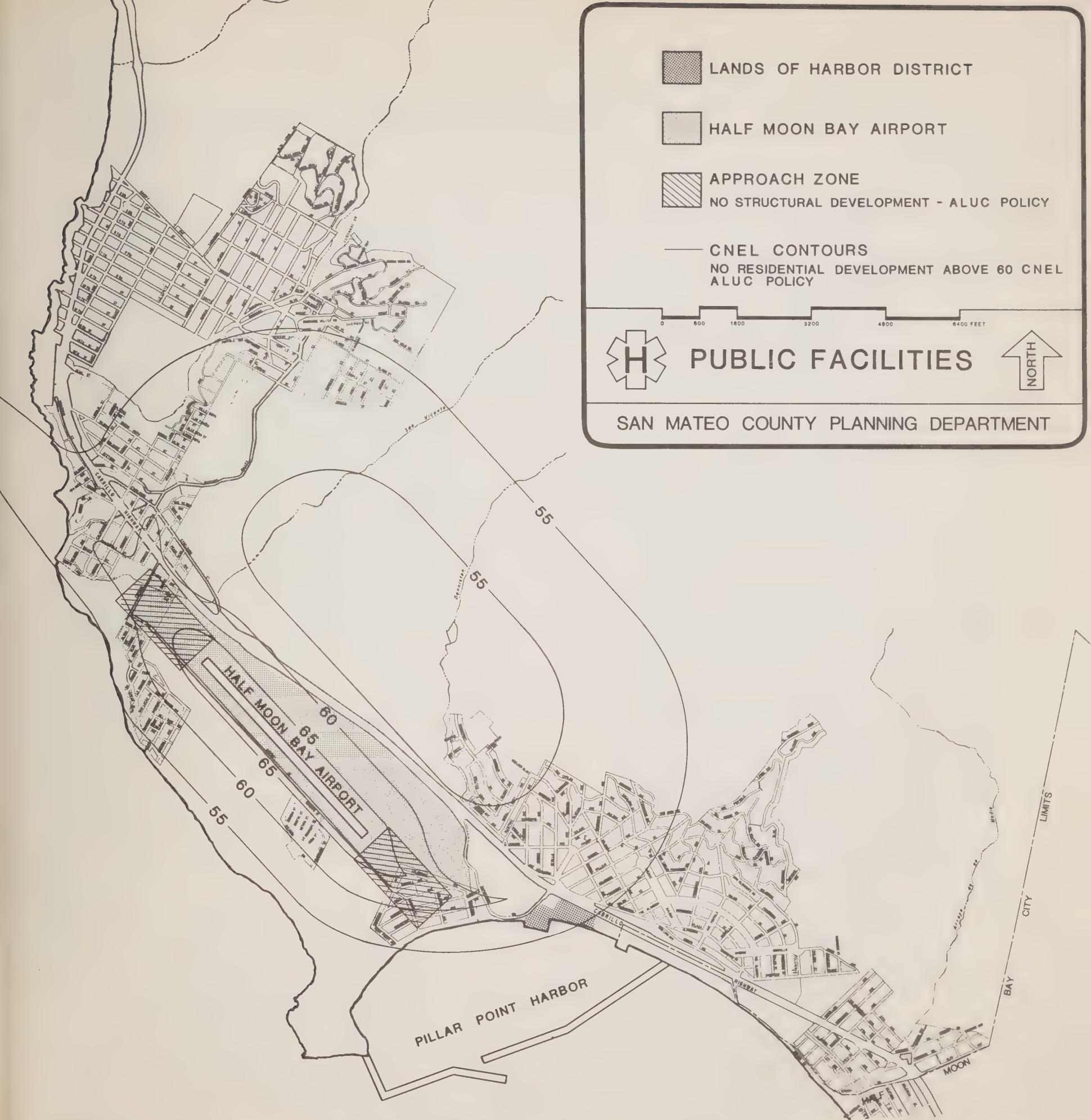


PARKS AND RECREATION PLAN



SAN MATEO COUNTY PLANNING DEPARTMENT

MONTARA • MOSS BEACH • EL GRANADA COMMUNITY PLAN



LANDS OF HARBOR DISTRICT



HALF MOON BAY AIRPORT



APPROACH ZONE

NO STRUCTURAL DEVELOPMENT - ALUC POLICY



CNEL CONTOURS

NO RESIDENTIAL DEVELOPMENT ABOVE 60 CNEL
ALUC POLICY

0 800 1600 3200 4800 6400 FEET



PUBLIC FACILITIES



SAN MATEO COUNTY PLANNING DEPARTMENT

MONTARA • MOSS BEACH • EL GRANADA COMMUNITY PLAN

WATER

GOAL:

Provide Montara and Moss Beach with an adequate water system.

ISSUE:

Water service in the community is provided by two districts: Coastsides County Water District serves El Granada, and Citizens Utility Water Company serves Montara and Moss Beach.

Coastsides County Water District obtains its water supply from Crystal Springs Reservoir under contract with the San Francisco Public Utilities Commission. While service is generally good, supply depends on the capacity of the reservoir; in years of drought water shortages can develop.

Citizens Utility Water Company is privately owned and operated by a company which specializes in acquiring and operating small utility companies throughout the United States. At present, residents of the Community rate service as very poor. Acquisition of this water company by another company, or by a public district, appears to be the only means of improving service and developing an adequate water supply for Montara and Moss Beach.

Like the sanitary district boundaries, the boundaries of the water districts extend well beyond the limits of urban development and need to be brought into conformance with projected growth patterns.

POLICIES:

- o Encourage consolidation of water districts in the community.
- o Encourage the reduction of water service district boundaries to correspond to the limits of urban development.

SEWERS

GOAL:

Develop a coordinated program for the comprehensive development of sanitary facilities.

ISSUE:

The three mid-coastside sanitary districts; Half Moon Bay, El Granada, and Montara, are preparing plans to construct a new consolidated sewage treatment plant in Half Moon Bay. Sewage from the community will be pumped to Half Moon Bay to be treated and then discharged into the ocean. The facility is scheduled for completion by 1980.

The existing boundaries of the sanitary districts are well outside the limits of urban development. They were originally established when extensive community growth was anticipated. Re-evaluation of community goals with respect to growth patterns and future population now makes these boundaries obsolete. To ensure preservation of prime agricultural and open space land, the sanitary district boundaries should be redrawn to reflect current projected growth patterns.

POLICIES:

- o Encourage the reduction of sanitary district boundaries to correspond to the limits of urban development.
- o Limit expansion of sanitary district capacity to conform with planned growth within the community.



COMMUNITY APPEARANCE

GOAL:

Preserve and enhance the visual qualities of the coastal community which give it a unique character and distinguish it from other places.

ISSUES:

URBAN DESIGN

Community appearance has emerged as an important issue in recent years, as a result of the construction of many new homes in the area.

The community's small-town character is being changed, as many of these houses are built to the maximum permitted height and lot coverage. Some of them form rows of massive structures which are out of scale and harmony with their surroundings. Views, open space, and desirable natural features have been destroyed.

Concern over these issues led the County in 1976 to adopt ordinances* and policies restricting building size and height, and to create a design review procedure allowing more detailed evaluation of new buildings and their effect on surrounding natural features and development. Implementation of these design ordinances will be carried out as a portion of the rezoning program, following adoption of the Community Plan.

SCENIC ROADS

The Coast Highway is indicated as a scenic road in the State Master Plan for Scenic Highways and in the Scenic Roads Element of the County General Plan. A scenic corridor has been established along the Coast Highway through the community in conjunction with adoption of the County's Scenic Roads Element. Within this corridor, new structures are subject to design review.

A program to upgrade the physical appearance of the Coast Highway in the community needs to be carried out through the design review program and selective landscaping of the road right-of-way in urbanized areas by CalTrans.

POLICIES:

- o Maintain the small-town character of the area by preventing construction of massive structures out of scale with the community.
- o Preserve the natural amenities of the community through the appropriate location of new structures designed to harmonize with their surroundings.
- o Employ the design guidelines set forth in the Community Design Manual.
- o Establish a program for undergrounding overhead utility lines in conjunction with new street improvements.
- o Encourage the restoration of run-down areas through clean-up and fix-up campaigns sponsored by community associations and homeowner's groups.
- o Preserve and protect scenic vistas of ocean, beaches, and mountains for residents of the community.
- o Encourage the planting of trees along streets and walkways.
- o Preserve existing land forms and vegetation.

- o Maintain green belts between urbanized areas to preserve individual community identities.
- o Encourage CalTrans to landscape portions of the Coast Highway in urbanized areas of the community.

COMMUNITY APPEARANCE PROGRAM:

A program for improving community appearance will be carried out as a portion of the Community Plan, through implementation of the following County ordinances and policies:

- o Design Review (DR) Zoning Ordinance* - a zoning district which overlays existing land use regulations and controls building design to maintain structural scale and community character, and preserve natural features.
- o Community Design Manual - a Design Manual setting forth general design guidelines to regulate development in areas overlayed by the Design Review (DR) Zoning District.
- o S-17 Zoning Ordinance* - a zoning district which reduces building bulk in single-family structures by reducing permitted height and lot coverage. This ordinance was adopted by the County specifically for the Montara, Moss Beach, and El Granada community.

* See Appendix for regulations of the DR and S-17 Zoning Districts.

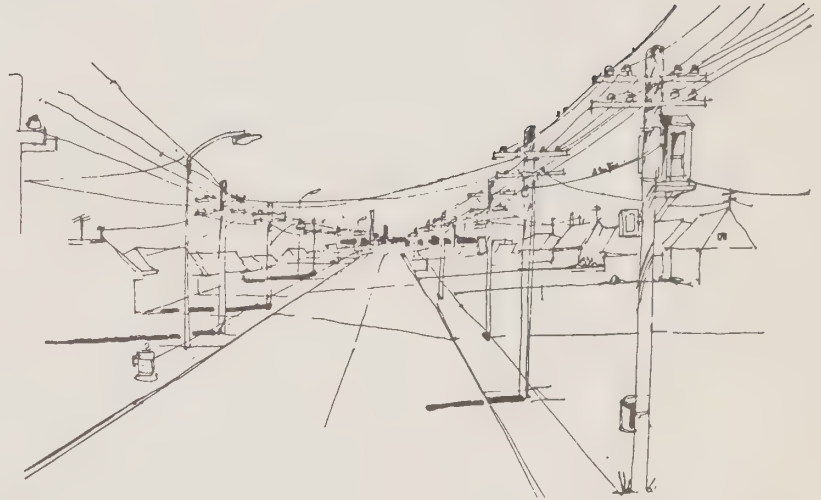
COMMUNITY DESIGN GUIDELINES

THIS

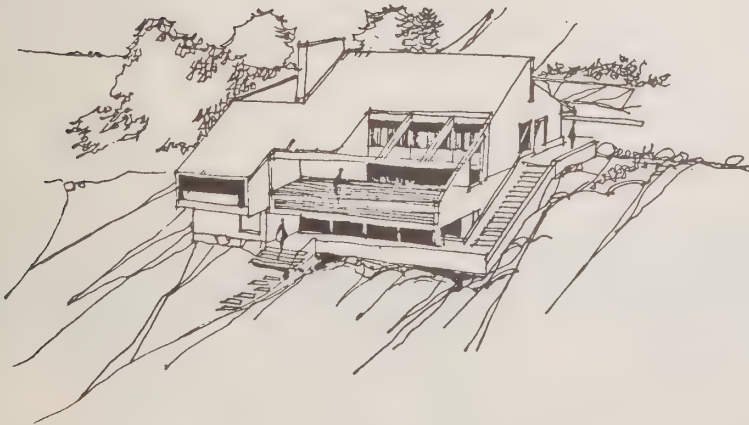
NOT THIS



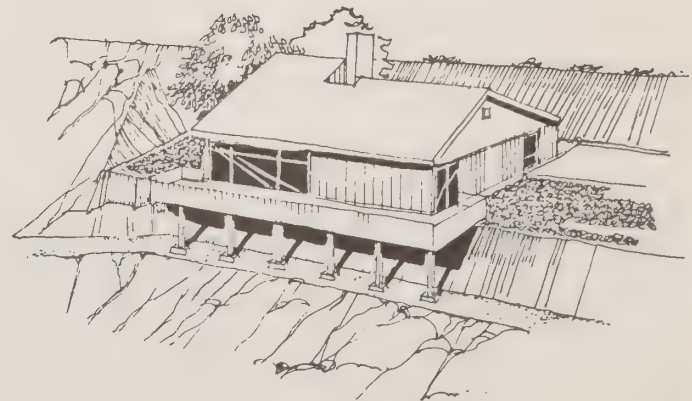
Utility lines are placed underground and trees planted to beautify street appearance.



Street appearance is hindered by overhead utility lines and lack of trees.



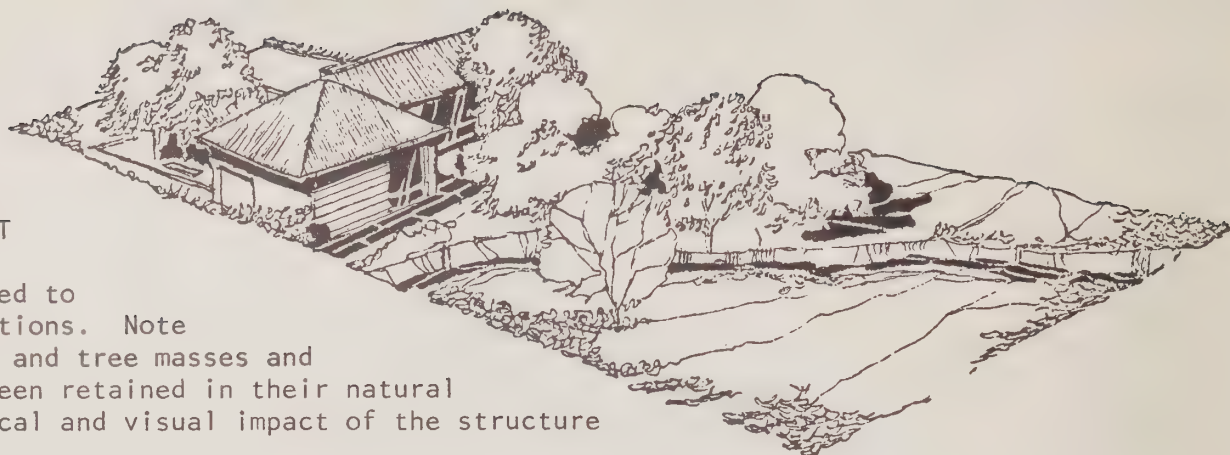
Structure is designed to blend with the natural contours and features of the site. Only grading necessary for construction is used.



Structure is not suited to the terrain. Extensive grading is required to create building pad.

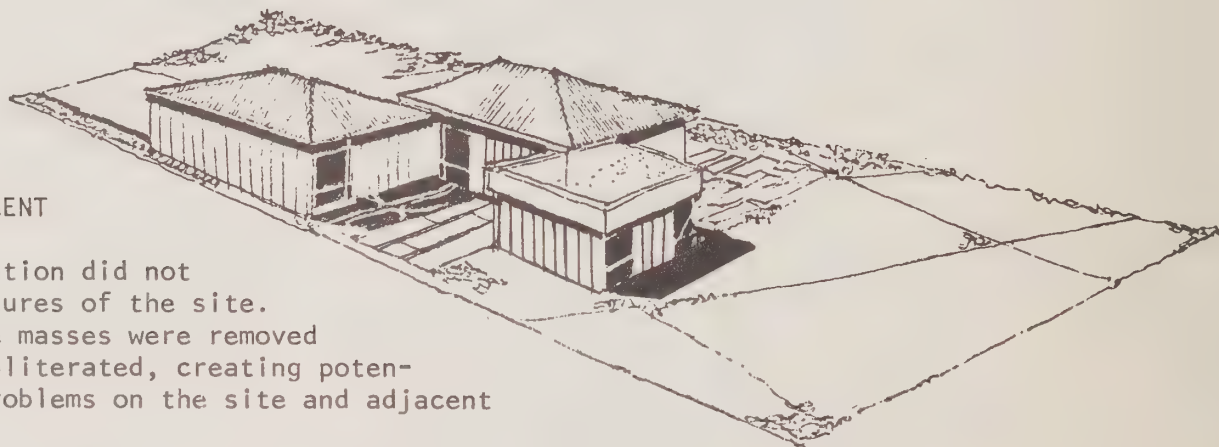
SENSITIVE SITE DEVELOPMENT

Structure has been designed to integrate with site conditions. Note that the major vegetative and tree masses and the stream channel have been retained in their natural state, reducing the physical and visual impact of the structure on the site.



INSENSITIVE SITE DEVELOPMENT

Structure design and location did not consider the natural features of the site. Major vegetative and tree masses were removed and the stream channel obliterated, creating potential erosion and flood problems on the site and adjacent property.



Varying architectural styles can be made compatible through the use of similar materials and colors.

9

CARRYING OUT THE PLAN

Once adopted, the Community Plan will be a part of official County policy relating to the Community. It will help guide decisions by the County on public and private projects, and on capital expenditures. Programs which will be used to put the Plan into effect as County Policy fall into four groups:

- o Regulations and control of property
- o Policies relating to public services and utilities.
- o Plan review and revision
- o Public support and participation.

REGULATIONS AND CONTROL OF PROPERTY

The location of residential, commercial, and industrial structures is controlled by the County Zoning Ordinance. After adoption of the Community Plan, zoning must be brought into conformance with the Plan, as required by State Law.

In conjunction with this, the County must apply the Design Review (DR) and S-17 Districts as over-lay zones to control the physical appearance of the various land uses.

Since the Plan indicates centers for commercial recreation, a Commercial Recreation (CR) Zone should be adopted by the County to apply appropriate land use controls and development standards to these highly visible and public areas.

POLICIES RELATING TO PUBLIC SERVICES AND UTILITIES

New street improvements, parks, playgrounds, public buildings, utility expansion programs, etc., should be kept compatible with the goals of the Plan by:

- o Requiring that each proposed project be submitted to the Planning Commission for review and recommendation before the legislative or administrative authority takes final action.
- o Setting up a long-term service program and a capital improvement program to determine project priorities.

PLAN REVIEW AND REVISION

It is important that the Community Plan be re-examined annually, since public policies and physical conditions change with time and new factors often arise which make modifications necessary.

In addition to annual reviews, the plan should be thoroughly restudied after five years. New data should then be incorporated into the projections upon which this Plan is based, the success of effectuation programs should be assessed, and new social attitudes, technical innovations, and State and federal programs should be considered. Reviews will also keep both public officials and citizens aware of the policies contained in the Plan.

PUBLIC SUPPORT AND PARTICIPATION

Public interest should be maintained, as solid citizen support is very important to carrying out the Plan. Keeping the public aware of planning issues will improve the quality of decision-making on matters affecting the community.

Citizen participation at public workshops was extremely valuable in identifying community goals and issues in the early stages of preparing this Plan. Participation continued as these goals and issues were developed into a series of planning concepts. Finally, the concept adopted by the Planning Commission for the final Plan was developed with the help of strong citizen input from the public workshops.

10 APPENDIX

DESIGN REVIEW (DR) ZONING DISTRICT
S-17 ZONING DISTRICT
ROAD SURVEY

DESIGN REVIEW (DR) ZONING DISTRICT

GENERAL. In any district which is combined with the "DR" District, the regulations specified in this chapter shall apply.

In addition to the regulations set forth in Chapter 27, Section 6550 et seq., proceedings for the determination of an area for the application of these regulations may also be initiated by a petition of the majority of the property owners in a given area. Upon receipt of such a petition, the Planning Director shall set a date of hearing thereof, and give a notice as set forth in Section 6551 of the San Mateo County Ordinance Code. This chapter shall apply to all new exterior construction, grading and signs which require a permit. No such permit shall be issued in any area subject to the regulations of this chapter as determined by the Board of Supervisors unless the design of the project has been approved by the Design Review Administrator in compliance with this chapter. Before an occupancy permit is issued, the completed building must be inspected by the Zoning Investigator for compliance with the decision of the Design Review Administrator.

Grading shall not be started until after a grading permit has been approved by the Design Review Administrator in compliance with this chapter, if a grading permit is required under Chapter 70 Unified Building Code or under the provisions of Section 8600 of the County Ordinance Code.

FINDINGS. The Board of Supervisors hereby finds that:

1. Many communities, neighborhoods and areas in this County have deteriorated through poor planning, neglect of proper design standards, and the erection of buildings and structures unrelated to the sites, incompatible with the character of the neighborhood and insensitive to the natural environment, especially in older undeveloped or partially developed platted areas, existing and proposed communities, clustered

developments and areas with unique environmental and/or resource value;

2. These conditions promote disharmony, reduce property values, and impair the public health, safety, comfort, convenience, happiness, and welfare;
3. The lack of appropriate guidelines and criteria for the design of new buildings and structures contributes to these conditions;
4. It is necessary and desirable to alleviate these conditions by providing appropriate guidelines and criteria for the maintenance and enhancement of property values, the visual character of especially fragile communities, the natural environmental resources, and the public health, safety, comfort, convenience, happiness, and welfare of the citizens of the County.
5. The review procedures of this chapter will more effectively preserve and enhance the property values, the visual character of especially fragile communities, the natural environmental resources and the public health, safety, comfort, convenience, happiness, and welfare of the citizens of the County.

PURPOSES. The purposes of this chapter are:

1. To recognize the interdependence of land values and aesthetics and to provide a method by which the County may encourage builders to develop land so that its value and attractiveness will endure;
2. To encourage development of private property in harmony with the desired character of the community or area in conformance with an adopted set of community design principles as well as the County General Plan and other Precise Plans;

3. To avoid and prevent community deterioration and to encourage the preservation and enhancement of property values and the visual character of communities and natural resources;
4. To improve and augment the regulations now included in ordinances related to planning, building and health in order to promote development which is in the best interest to the public health, safety and welfare of the County;
5. To improve and augment the regulations now included in ordinances related to planning, building and health in order to promote development which is in the best interest to the public health, safety and welfare of the County;
6. To establish standards and policies that will promote, preserve, and enhance building design, proper site development, and other environmental characteristics in communities and areas where previous planning and zoning controls have been found inadequate for these purposes and the economic and physical stability is threatened by new development.

It is not a purpose of this chapter that regulation of design should be so rigidly interpreted that individual initiative is precluded in the design of any particular building or substantial additional expense is incurred. Rather, it is the intent of this that any regulation exercised be the minimum necessary to achieve the over-all objectives of this chapter.

Furthermore, it is the intent of this Board that, prior to the Design Review Administrator's reviewing any application under the procedures set forth in this chapter, a set of specific design review guidelines shall be developed for the communities in which the regulation of this chapter apply. The design review guidelines shall be developed in accordance with procedures that will insure opportunity for the citizens of such communities to present their views. The design review guidelines so developed shall be supplemental to and a part of the Community Design Manual approved and adopted by the Board of Supervisors as policy for the application of this chapter.

REVIEW OF PLANS. All applications for building or grading permits for any construction in any district which is combined with the "DR" District must be submitted for approval by the Design Review Administrator in accordance with this chapter.

ESTABLISHMENT OF DESIGN REVIEW ADMINISTRATOR.

1. The Director of Planning is the Design Review Administrator. He may appoint in writing an assistant to act as the Design Review Officer, who may exercise all of the powers of the Design Review Administrator.

2. Duties:

The Design Review Administrator shall be empowered to review applications for building and grading in any area subject to the provisions of this chapter. He may refer any matter directly to the Planning Commission when, in his opinion, such action will be in the public interest.

3. Applications:

Applications shall be submitted on forms supplied by the Design Review Administrator. He may prescribe the form and scope of all applications and establish filing deadlines subject to any provisions of State statutes or County ordinances or policies.

The Design Review Administrator shall:

- a) approve the application as submitted;
- b) approve the application with modifications;
- c) refer the application to the Planning Commission; or
- d) disapprove the application.

If modifications are required of the proposed design, or if it is disapproved, the Administrator shall state reasons in writing for his actions. The Administrator shall act upon each application within fifteen (15) days from filing unless the applicant consents to longer period of time. The approval of the Design Review Administrator is valid for no longer than one (1) year, at the end of which time, if a building permit has not been issued, the design approval is void.

4. Decisions.

Written notice of the decision and the findings, if required, shall be mailed to the applicant by first-class mail at the address set forth in the application and to any other person who has filed a written request therefor with the Design Review Administrator.

APPLICATION. The application submitted for review by the Design Review Administrator shall contain the following information:

1. Site Plan Showing: (Minimum scale: 1 inch = 20 feet)
 - a. Property lines.
 - b. Existing and proposed ground contours.
 - c. Easements and utility lines.
 - d. Existing and proposed buildings.
 - e. All proposed improvements, including paving, fences, etc.
 - f. All existing trees and size.
 - g. Trees to be removed.
2. Building Elevations Showing: (Minimum scale: 1/4 inch = 1 inch)
 - a. All exterior walls.
 - b. Type of roof and exterior materials to be used.
 - c. Color of materials.
 - d. Location of roof equipment, trash enclosures, fences, exterior lights, or other structure or fixtures to be located outside the building.
 - e. Sign location showing relationship to building's architecture.
3. Location map showing the building site, adjacent lots and streets. Indicate if adjacent lots are developed or vacant.
4. Any additional information as determined by the Design Review Administrator necessary for evaluation of the development plans.

STANDARDS FOR REVIEW.

1. The Design Review Administrator and, on appeal, the Planning Commission and the Board of Supervisors, in reviewing pro-

posals under this chapter, shall find that the proposal conforms with the following guidelines and standards before approving issuance of a permit:

- a. proposed structures are designed and situated so as to retain and blend with the natural vegetation and land forms of the site and to insure adequate space for light and air to itself and adjacent properties;
- b. where grading is necessary for the construction of structures and paved areas, it blends with adjacent land forms through the use of contour grading rather than harsh cutting or terracing of the site and does not create problems of drainage or erosion on its site or adjacent property;
- c. streams and other natural drainage systems are not altered so as to affect their character and thereby causing problems of drainage, erosion or flooding;
- d. structures are located outside flood zones, drainage channels and other areas subject to inundation;
- e. trees and other vegetative land cover are removed only where necessary for the construction of structures or paved areas in order to reduce erosion and impacts on natural drainage channels, and maintain surface runoff at acceptable levels;
- f. a smooth transition is maintained between development and adjacent open areas through the use of natural landscaping and plant materials which are native or appropriate to the area;
- g. views are protected by the height and location of structures and through the selective pruning or removal of trees and vegetative matter at the end of view corridors;
- h. construction on ridgelines blends with the existing silhouette by maintaining natural vegetative masses and land forms and does not extend above the height of the forest or tree canopy;
- i. structures are set back from the edge of bluffs and cliffs to protect views from scenic areas below;

- j. varying architectural styles are made compatible through the use of similar materials and colors which blend with the natural setting and surrounding neighborhood;
- k. the design of the structure is appropriate to the use of the property and is in harmony with the shape, size and scale of adjacent buildings in the community;
- l. overhead utility lines are placed underground where appropriate to reduce the visual impact in open and scenic areas;
- m. the number, location, size, design, lighting, materials, and use of colors in signs are compatible with the architectural style of the structure they identify and harmonize with their surroundings;
- n. paved areas are integrated into the site, relate to their structure, and are landscaped to reduce visual impact from residential areas and from roadways.

2. In making such findings, the Design Review Administrator and, on appeal, the Planning Commission and the Board of Supervisors shall apply the following principles:

- a. regulation of design should not be so rigidly enforced that individual initiative is precluded in the design of any particular building or substantial additional expense incurred; rather, the regulation exercised should only be the minimum necessary to achieve the overall objectives as set forth in Section 6565.3;
- b. appropriate design is based upon the suitability of a building for its purposes, upon the appropriate use of sound materials and upon the principles of harmony and proportion in the elements of the building;
- c. appropriate design is not based on economic factors alone.

FINAL ACTION. No building permit for a building, sign, or other structure coming within this ordinance, nor any grading permit, shall be issued until the plans either as submitted or as

modified by agreement with the applicant are approved by the Design Review Administrator or upon appeal by the Planning Commission or Board of Supervisors. Upon approval, and provided all other provisions of law are complied with, the Director of Building Construction shall issue a permit for such building, sign, or structure, or for such grading.

APPEALS. All decisions of the Design Review Administrator shall be subject to appeal by the applicant or any interested party to the Planning Commission within fifteen (15) calendar days of the decision. Appeals shall be by written notice to the Director of Planning on a form provided by the Planning Department. The fee for such appeal shall be the same as for filing an appeal from a decision of the Planning Commission, as set forth in Section 6583 of the Zoning Annex. The decision of the Planning Commission may be appealed to the Board of Supervisors in accordance with the provisions of the San Mateo County Ordinance Code.

S-17 ZONING DISTRICT

The following regulations pertaining to height, lot coverage and building setbacks shall apply in any Single-family Residential District with which the "S-17" District is combined.

1. Lot Coverage, included attached or detached accessory structures:
 - a. On 5,000 sq. ft. lots, total coverage shall not exceed 35% of the building site.
 - b. On 7,500 sq. ft. lots, total coverage shall not exceed 30% of the building site.
2. Height Limit:
 - a. Structural height at the highest point of the roof shall not exceed 24 feet.
 - b. Height shall be measured as the vertical distance from the average level of the highest and lowest point of the natural grade of that portion of the lot covered by the structure to the topmost point of the roof structure. Chimneys, pipes, mechanical equipment, antennae and other common facilities may extend beyond this limit as required for safety or efficient operation.
3. Setbacks.
 - a. On 5,000 sq. ft. lots, structures shall maintain a total or combined sideyard setback of fifteen (15) feet with a minimum setback on any side of five (5) feet.
 - b. On 7,500 sq. ft. lots, structures shall maintain a total or combined sideyard setback of twenty (20) feet with a minimum setback on any side of seven and one-half ($7\frac{1}{2}$) feet.
 - c. On lots having a width of less than 50 feet, structures shall maintain a total or combined sideyard setback equal to 25% of the lot width with a minimum setback on any side of five (5) feet.

- d. On corner lots, the minimum sideyard setback adjacent to the street side of the lot shall be ten (10) feet.

ROAD SURVEY

| CONCERN | PREFERENCE | MONTARA | MOSS BEACH | EL GRANADA | TOTALS |
|-------------------|---------------------------------|---------|------------|------------|--------|
| | | % | % | % | % |
| ROADWAY PAVING | As Is | 52 | 58 | 52 | 53 |
| | Gravel, Oil | 5 | 6 | 3 | 5 |
| | Asphalt | 43 | 36 | 45 | 42 |
| PARKING | Parallel Parking, one side | 17 | 14 | 20 | 18 |
| | Parallel Parking, both sides | 29 | 31 | 44 | 37 |
| | Parking Bays | 8 | 5 | 7 | 7 |
| | No Public Parking | 46 | 50 | 29 | 39 |
| SIDEWALKS | Regular Concrete | 15 | 13 | 37 | 25 |
| | Color Concrete | 6 | 3 | 10 | 7 |
| | Gravel | 6 | 3 | 3 | 4 |
| | Asphalt | 18 | 14 | 12 | 14 |
| | None | 55 | 67 | 38 | 50 |
| SIDEWALK LOCATION | Adjacent to Curb | 33 | 41 | 37 | 36 |
| | Separated from Curb | 16 | 9 | 12 | 13 |
| | One Side of the Street | 21 | 20 | 14 | 17 |
| | Both Sides of Street | 30 | 30 | 37 | 34 |
| HORSE TRAILS | Trail on Street | 17 | 9 | 11 | 12 |
| | Trail thru Nbrhood, but on Str. | 23 | 22 | 23 | 23 |
| | No Trail in Neighborhood | 60 | 69 | 66 | 65 |
| BIKE LANES | Along Designated Routes | 58 | 56 | 65 | 61 |
| | No Bicycle Lanes | 42 | 44 | 35 | 39 |
| UNDERGRD. UTILIT. | Prefer Underground Utilities | 57 | 53 | 58 | 57 |
| | Do Not Prefer Undergrd. Utilit. | 43 | 47 | 42 | 43 |

Tabulations based on 60% return of 3289 questionnaires - May, 1977

LAND USE SUMMARY

(IN GROSS ACRES)

| LOCATION | RESIDENTIAL | | | COMMERCIAL | | INDUSTRIAL | PARKS | |
|------------|-------------|----------------|--------------|------------|------------|------------|-----------|----------|
| | LOW DENSITY | MEDIUM DENSITY | HIGH DENSITY | RETAIL | RECREATION | | COMMUNITY | REGIONAL |
| MONTARA | | 300 | | 5 | 1 | | 15 | 60 |
| MOSS BEACH | 30 | 90 | | 5 | 1 | 30 | 40 | 80 |
| EL GRANADA | | 430 | 30 | 10 | | | 30 | |
| PRINCETON | | | | | 20 | 70 | | 150 |
| MIRAMAR | 70 | 15 | | | 5 | | | 10 |
| TOTAL | 100 | 935 | 30 | 30 | 27 | 100 | 85 | 300 |

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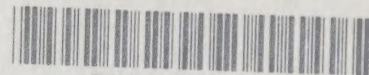
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| LOAN PERIOD 1 QUARTER | 2 | 3 |
| 4 | 5 | 6 |

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 Return books early if they are not being used

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